

WONDERFUL DISCOVERY.

Great News for the Children.

At last the cure of St. Vitus's Dance, Epilepsy and other Ailments has been discovered. The little ones need no longer suffer from these terrible nervous diseases. The remedy is the great nerve cure, Dr. Greene's Nervura, and the enormous demand for this medicine in all nervous diseases of children has firmly established it as the great children's remedy. It is purely vegetable and perfectly harmless. Druggists, \$1.00.

"It affords me greatest pleasure to state that my daughter, who was a sufferer from St. Vitus's Dance, and who was treated for same by prominent physicians in Brooklyn without result, was quickly cured by using two bottles of Dr. Greene's Nervura."

"PROF. J. M. ELWOOD,
41 Cornelia st., Brooklyn, N. Y."

"My boy was very nervous, and had 4 or 5 fits every day. After using Dr. Greene's medicine three weeks he began to get well, and has had no fits since. Ten doctors gave him up as incurable. The doctors and my neighbors can hardly believe their eyes when

they see me and I stop, and I say, 'My name is Dr. C. A. Swenney.'"
"13 Ballard st., Fall River, Mass."

Dr. Crenshaw, the successful specialist in curing all forms of nervous and chronic diseases, 35 West 14th St., New York, can be consulted free, personally or by letter. Call or write him about the case, or send for symptoms blank to fill out, and a letter fully explaining the disease, giving advice, etc., will be returned free.

LOCOMOTIVES CRASH TOGETHER.
Accident on the Delaware, Lackawanna and Western Railroad.

CORTLAND, Nov. 28.—The north-bound passenger train that left Hoboken at 9 o'clock last night over the Delaware, Lackawanna and Western Railroad collided with a south-bound freight at Mesongerville at 5:30 this morning. The passenger train was made up of one express car, one mail car, a smoking car, and a

It was drawn by engine No. 18, in charge of Engineer Jack Keiting, the oldest engineer on the road. The freight was in charge of Conductor Welsh, and on the engine was Engineer Horning. At Messengerville there is a large curve in the

road, and it was just at the centre of this curve that the collision occurred. The freight was running wild, and had just crossed a side track, intending to run past the switch and then back down on it and let the express train pass. Engineer Horning says he was running about twenty miles an hour. The north-bound express had received no notice of the wild freight, and was running about forty miles

only two stops between Birmingham and here, and was running to make up one minute lost time.

As the express train rounded the curve Engineer Keiting saw the freight rushing down to meet him. It was not seventy-five feet distant. At the same time Engineer Horning saw the headlight of the express locomotive. Engineer Keiting applied his steam brakes and at the same time called to his fireman to jump. Engineer Horning and his fireman did the

The two locomotives came together with a crash and were wrecked, the tenders being piled up on the cars. The mail and express cars left the tracks and toppled down the embankment, with F. B. Denning, express messenger, and T. J. Currie, mail agent, inside. The passenger coaches were kept on the track and the passengers escaped injury, but were badly shaken up. A few in the sleeper had not yet arisen, and when the crash came they jumped from their berths, lightly clad, and hurried out on the frozen

Engineer Kelting was picked up unconscious and bleeding from a dozen wounds. He had jumped into a barb wire fence. Engineer Horning was badly but not seriously hurt. The fireman escaped injury. Messenger Dominick had his left leg badly hurt, and he was injured internally by the boxes and trunks being piled

Curran's left hand was smashed, and he was cut about the face. Engineer Keiting's injuries may prove fatal. He was taken to his home in Syracuse. This was the eighteenth accident he had been in since being on the railroad.

Wrecking trains from Syracuse and Binghanton were sent to the scene, and travel was delayed four hours only. The passenger train contained passengers en route for their homes to spend Thanksgiving Day. The blame is at-

Wedded at Last in a Cotton Patch.
From the Galveston Daily News.
PARIS, TEN., Nov. 21.—About a year ago C. W. Strickland, a young farmer living about six miles southwest of the city, fell in love with Miss Ida Porter, a charming young lady of the same neighborhood. The lady's relatives objected, but the young folks resolved to elope.

A few weeks ago she came back. Her relatives thought the affair was ended, but the young folks still loved each other. There were some private negotiations of which her relatives did not know. Another license was procured, but the fact was not published in the papers. The same minister was engaged again. Miss Ida Porter, who did not usually pick cotton, suddenly became very industriously in-

clined, and concluded to help pick out the crop. She went into the field and began work. Pretty soon her big brother, not suspecting anything, went to the gin with a load of cotton, and about the time he was gone Mr. Strickland and the preacher came along, and right in the cotton patch the ceremony was performed that made the blushing maiden and the gallant lover man and wife.

How the Chinese Met a Bone.

In setting a fractured limb they make no effort to bring the bones into apposition. The Chinese medicine man simply takes a lot of red clay and envelopes the limb with it. Then he takes some strips of bamboo and indents them into the clay. Bandages are wrapped around those strips, and in the outer bandage he places the head of a live chicken. After he has secured this bandage he cuts the head off the fowl, allowing the blood to flow and penetrate the fracture. He then takes the chicken a

AWL PLEASED WITH



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